

Yield to cross traffic on the treet and any pedestrians in the crosswalk. At a red light, stop; wait for the green light unless you're turning right.

Use lights & reflectors at night.

The law requires a headlight vis

ble from 300 feet to the front and a red rear reflector or taillight visible from 200 feet to the rear.

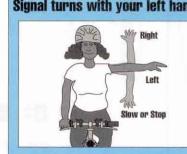


If you are going slower than the peed limit, ride in the right through lane or as close to the curb as practicable. You can move to the left to avoid hazards, to make a left turn, or pass another vehicle going the same direction.



Bicyclists must ride with traffic edestrians are the only ones who hould travel against traffic (and that's on roads without sidewalks).

## gnal turns with your left hand.



fect another driver. The correct gnals are shown above. Remember: giving a signal doest mean you can turn in front of meone. Look back for traffic!

Signal when your move could



Bicyclists are prohibits from ric ng on interstate highways and limited access expressways.

# **Basic riding skills**



Use both brakes smoothly and evenly. On downhills, use them ligh ly and often as you descend. Brake before you enter curves and let off as you go around. Keep your hands on the levers. In

Keep your eyes constantly moving

over the road surface and traffic

scene. When you see a hazard, look

back and move around it when safe.

The worst hazards go in the direction

of travel or close to it. Cross diagonal

railroad tracks at a right angle. Avoid

In rain, your brakes won't work as

well as on dry pavement. Allow more

distance for stopping. Watch for slip-

pery surfaces like crosswalks. Don't

lean when you cross them or you

could lose control. Straighten up until

you're past and then turn.

The descriptions given on this map reflect the subjective opinions of the Bike

Map Project Team, a group of cycling and planning professionals. The design

nated bicycle routes have been selected based on the Raleigh Bicycle Plan

which was developed by the volunteer citizens Bicycle Advisory Task Force

and adopted by the Raleigh City Council in February 1991. By publishing

this map, neither Adventure Cycling Association, nor the City of Raleigh, no

the North Carolina Department of Transportation, nor the Federal Highway

Administration warrants, expressly or by implication, the conditions that may

be encountered by the bicyclist. The bicyclist assumes the risks encountered

and is advised to use good judgment and obey traffic law on all routes,

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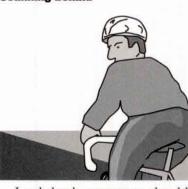
intosh computer using Aldus Freehand, Adobe Illustrator, and QuarkXPress software

Imagesetting on map by Interwest Graphics, Salt Lake City, UT; other imagesetting

Planning Department: Stacy Barbour. Project manager and cartographer: Car

wheel-trapping drain grates.

case of emergency, you'll be ready. Swing your leg over the frame Watching the roadway bring one pedal up to a 2 o'clock position, check traffic, and ride away.



Look back over your shoulder before turning left or moving around a hazard. Even if you have a mirror, learn to look over your shoulder in

important situations. Looking back over your shoulder does more than tell you what's there. It tells motorists that you want to do something (like merge left). Often, this simple act will slow down traffic so you can signal and merge across. It also discourages motorists who want to make a right turn from passing you dangerously close to the

place they want to turn.

If you have trouble looking back while riding a straight line, practice riding down the stripes in a quiet parking lot.

egardless of their designation on this map.

and printing by Advanced Litho Printing, Great Falls, MT.

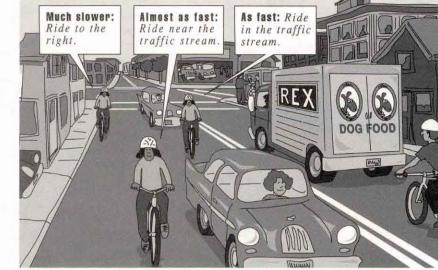
Just where you ride on the road depends on 3 main factors...

**1. Your speed:** The closer you're going to the speed of traffic, the closer you should ride to that traffic. Much slower:

**Riding in traffic** 

The following tips are for adults riding on medium speed roads. They are

not intended for young children or for cyclists riding on high speed highways



Tip: NEVER ride fast near the curb—that's a great way to get hit by a car coming out of a side street.

Rule of thumb: If you often get cut off, you're probably riding too close to the curb for your speed; if you often get honked at, you may be riding too far from the curb for your speed.

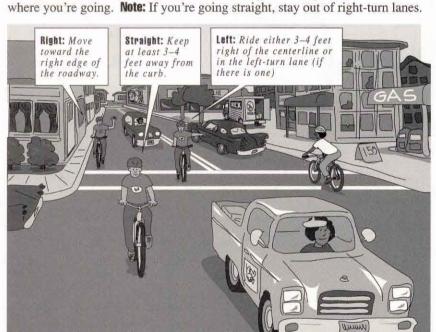
**2. The road condition:** Ride a straight line to the left of any surface hazards. Ride at least three feet away from parked cars to avoid opening doors.



On a narrow city street, ride a raight line far enough from the urb to discourage unsafe passing

On a wider road, ride just right the traffic to keep right turning otorists from cutting you off.

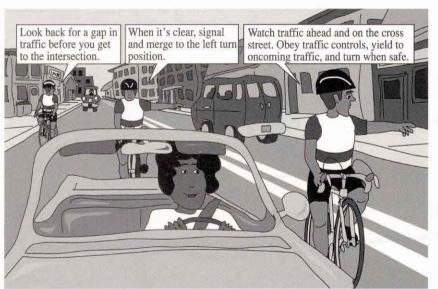
3. Your destination: Near intersections, use your road position to tell others



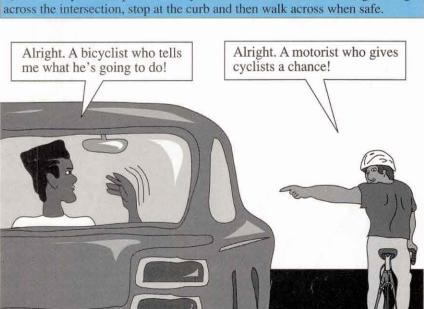
# **Making left turns**

Left turns are challenging for new cyclists. They're not sure what to do when. The fear of getting in the middle of traffic is strong. Yet, if you know what you're doing, it's safe to make your turns like any other vehicle driver.

### Left turns on two-lane roads



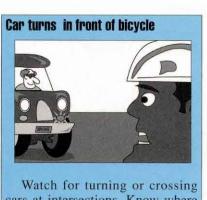
Tip: Gradually work up to the busy streets. If traffic is too fast, go straigh



The key to merging left in traffic is negotiation and communication. If your move will affect another road user, signal and look for a response. he or she lets you go first, wave "thanks" and go. If not, wait and try again

## **Motorists' mistakes to avoid**

Since your bicycle is a vehicle and you are its driver, you have the right to use the road to get where you're going, just like motorists do. However, not all drivers pay attention to bicyclists. As you ride, keep your eyes moving. Check the traffic scene a block or more ahead; look at what's going on behind you. If you do, you're unlikely to be surprised. Also, look for escape routes: Where would you would go if someone did something wrong? Here are some common mistakes and ways to avoid being hurt.

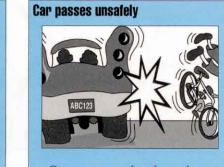


ady to yell or hit the brakes is

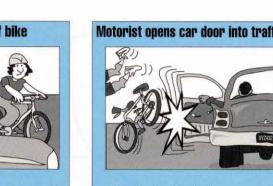
ivers pull out in front of you. See

1. Your speed" in column four.

ears at intersections. Know where urn lanes, busy driveways and ough spots are ahead of time.

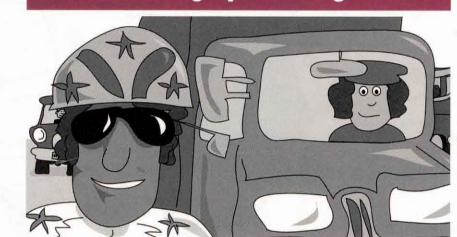


On narrow roads, glance in you mirror occasionally to watch what's going on. See "2. The road condi-75% of all cycling deaths are caused tion" under "Riding in traffic." by head injuries. And each year thousands more cyclists suffer permanent



parked cars, leave 3 feet of clear ance, and ride a nice straight line to put passing motorists at ease.

# 9 commuting tips for beginners



1 Start on easy streets and hone your skills. As you gain confidence, try more

demanding roads. 2 The best route to work may (or may not) be the one you take while driving a car. Try different roads or bike paths until you find a route you feel comfortable riding. **3** Consider leaving home slightly early or slightly late; it may be possible to

miss "rush hour" with a small adjustment in your schedule.

4 Ride lawfully and confidently. Auto commuters will get to know you over time and will come to respect you if you ride right

5 Don't assume that because you tour or race that you have all the skills and knowledge to commute. It takes a while to get comfortable riding in close quarters with heavy volumes of motor vehicle traffic.

How to dress

6 Dress in bright colors for visibility. Put reflective stickers on your helmet and bicycle so motorists can see you, especially if you are commuting dur-

ing dawn or dusk. 7 In cold weather, dress in relatively thin layers and peel them off one at a time as you warm up. Consider some of the new "high tech" clothes used by cross-country skiers.

8 In hot weather, bring a change of clothes (or keep one at work) so you don't have to go through the day sticking to everything

**9** Carry heavy things on your bike—in a rack pack, on a carrier, or panniers rather than in a back pack, particularly in warm weather. You'll be more comfortable and your load will be more stable.

# **Protect your brain in a crash**



Bicycle helmets may not keep you

bike and hit your head? If you were from having a crash, but they can lucky, you came through with little help you survive one intact. If you more than a headache or a bump. value your mind, wear a helmet. But not everyone is lucky. About

brain damage when they crash. 6 helmet buying tips:

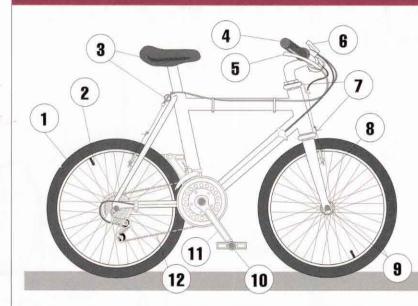
Get a helmet that meets the ANSI Z-90.4 Standard or the Snell Foundation Standard. Look for a sticker inside the helmet or on the box.

Try it on before you buy. It shouldn't poke you or feel tight. 3 Use the foam "sizing pads" to make it fit your head snugly.

important. Look for a light-colored helmet with plenty of ventilation. Be careful with your helmet. Toxic solvents, grease, paints or stickers may ruin the shell without your seeing the damage.

If you tour, race or commute long distances in hot weather, cooling is very

Contact the N.C. Bicycle Program for a brochure or poster on helmets. (P.O. Box 25201, Raleigh, NC 27611; (919) 733-2804)



1 Push the tires against a curb. If 8 Squeeze pairs of spokes together. you can flatten them, inflate to They should be tight and the the pressure shown on the tire.

2 Make sure valve stems point broken spokes. straight to the hubs to avoid rim **9** Rock the rims from side to side. If cuts. Such cuts can't be patched. **3** Twist and rock the saddle. It

shouldn't move in any direction. 4 Twist and rock the handlebars. They shouldn't move either. **5** Squeeze the brakes. Levers should work smoothly and not hit

the handlebars; brake pads should hit the rims squarely. **6** Run through the gears while rid-

onto all sprockets and not throw the chain.

to side to check for a loose or tight headset bearings. They shouldn't rock or bind.

levers tight. **10** Rock the pedals front to back. They shouldn't move and should 11 Rock the crank arms from side to side. There should be NO play.

wheels straight. Also look for

there's play, the hub bearings are

loose. Next, spin the wheels; they

should roll smoothly. Also keep

wheel axle nuts or quick release

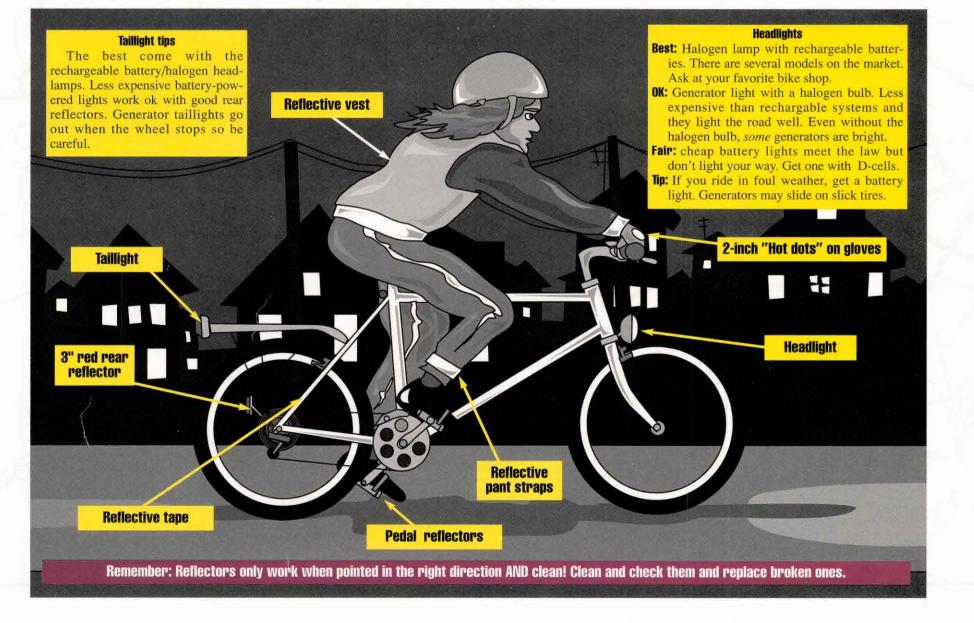
ing. They should shift smoothly 12 Look closely at the chain. It shouldn't be either caked with grease and dirt or dry and rusty.

7 Rock the fork and handlebars forward and back and turn from side screws and tighten them up.

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# Night-time riding tips and equipment

Almost 45% of all cycling deaths happen after dark. It's a risky time to ride... Especially if you don't know what you're doing. Get the best lights you can afford. Stick to streets you know from riding during the day and ride slower. You'll know where the pot holes and gravel patches are, and be able to plan for them. Remember. night time brings out the worst in some drivers. Keep your hands on the brakes, your eyes on everyone and be ready to take evasive action!



The Capital City area offers bicyclists numerous opportunities for cycling. In this city of nearly one quarter million people there are hundreds of miles of public streets and thoroughfares. And like many growing urban areas Raleigh

has some streets on which bicycling is safer and more enjoyable than others. The purpose of this map is to help both Raleigh visitors interested in bicycling as well as local cyclists trying to travel beyond their own neighborhood. The map shows two systems of numbered bike routes. There is a system of cross town routes for commuters and long distance cyclists and a recreation loop route system for shorter leisure rides.

The streets chosen for

the bicycle routes generally have less automooile traffic and are wider for easier and safer travel. The speed limit on most of the routes is 35 mph and no route is posted higher than 45 mph. Generally, no specially marked bike lanes or other facilities are provided.

In some parts of Raleigh, especially the fast growing areas north of the I-440 Beltline, the bicycle route systems are less extensive. Often there

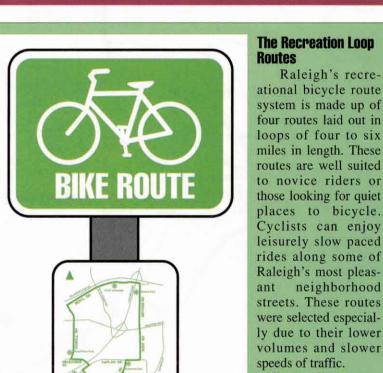
are fewer connecting streets which can accommodate cyclists of average skill and it is necessary to use busier thoroughfares for long distance bicycling. In the future as bicycle and street improvements are made cycling should be easier and the signed route systems may be expanded. Cyclists who currently wish to pedal across town on thoroughfares not posted as bike routes are encouraged to choose travel times other than rush hours and to carefully observe traffic conditions.

Remember that whill roadway travel is conventional for bicycling Raleigh sidewalks may be used in special circumstances as local ordinance does permit sidewalk bicycling. In fact along several streets cyclists may encounter widened multi-use asphalt sidewalks used by many bikers.

Study this map and pick an interesting destination. The map shows

park sites, greenways, museums, and other attractions in addition to the bike routes. After planning your trip strap on a helmet, get on a bike and explore the

**Local Bike Signs** 



isurely slow paced ides along some of Raleigh's most pleasstreets. These routes were selected especialy due to their lower olumes and slower Some of the routes ollow paved greenway rails along creeks

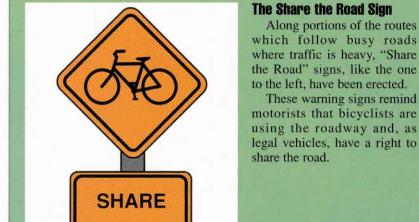
while all the routes pass by neighborhood parks and schools. Recreation loop outes numbered 1 to 4 e marked with green

and white Bike Route signs accompanied by map schematic signs for each route. The map schematic signs show the route you are following along with intersecting streets and points of interest.

### The Cross Town Routes There are nine numbered cross town bike routes to assist utilitarian, commuting and long distance cyclists pedal across Raleigh to parks, schools, neighborhoods, shopping centers, and employment areas.

Each route is marked with signs numbered 5 to 14. In some cases these routes follow the same streets posted as recreation routes. Intersections are clearly marked with signs and arrows to avoid confusion and help cyclists stay on their chosen route.





THE ROAD

# **Capital Area Greenways**

### What Are The Greenways?

The Capital Area Greenways are a system of multi-purpose trails for walking, jogging, outdoor fun, and in some cases bicycling. The trails connect many of Raleigh's parks and usually follow creeks and waterways. These green corridors are important for more reasons than the quiet travel and recreational opportunities they provide. They help control flooding and soil erosion and preserve open space for wildlife. Many of the city's major ecological features can be experienced in their natural state along the greenways. Raleigh's major waterways, Crabtree Creek, Walnut Creek, the Neuse River, and their tributaries, are among these features.

The Capital Area Greenway system is quickly growing and now includes over 30 miles of paved and unpaved trails across more than 1,000 acres of open space. Trail types range from earthen foot paths, wooden boardwalks, and concrete sidewalks to the more typical 10 foot wide asphalt pathways found near popular parks like Lake Johnson, Lake Lynn, Shelley-Sertoma, and Walnut Creek. Both the paved and unpaved greenway trails are shown on this map.

Slow-paced bicycling is allowed on most paved greenway trails during daylight. However, because of the popularity of the greenways courteous shared use with joggers, skateboarders, and other users is of the highest importance. Here are a few tips for safe and enjoyable use of the greenways:

1. Don't ride fast on trails. The speed limit on greenways is 10 mph. The trails are for shared use and most are designed for low speeds due to tight curves and steep hills. If you want to ride fast, use a safe road 2. Pass pedestrians with care. Never speed

past other greenway users. Be courteous and pass on the left. As you approach give an audible signal with a bell or horn or calmly say, "Hi. I'm passing on your left." 3. Watch out at intersections. Intersections

are where most bicycle accidents occur so yield or stop when entering or crossing streets or other greenway trails.

Greenway 4. Ride single file and keep to the right. It's fun to ride next to a friend. In some places where you can see far enough ahead and the trail is not crowded it's O.K. But never block the trail or force others to get out of your way.

5. Not all greenways are suitable for bicycling. Contact the Raleigh Parks & Recreation Department for more information on greenways including a detailed trails map.

Capital

Area

# **Attractions to Visit**

This historic City of Oaks provides bicyclists with many choices of cultural, historical, horticultural, and recreational sites to explore. Downtown is centered around the State Capitol and is home to several

museums and many historic sites. In addition there is a city arts district clustered around Moore Square and the City Market. The Capitol is the beginning point for the Capital City Trail, a self-guided

tour of historic landmarks. A descriptive trail brochure and map is available from the Capital Area Visitor Center on Blount Street or

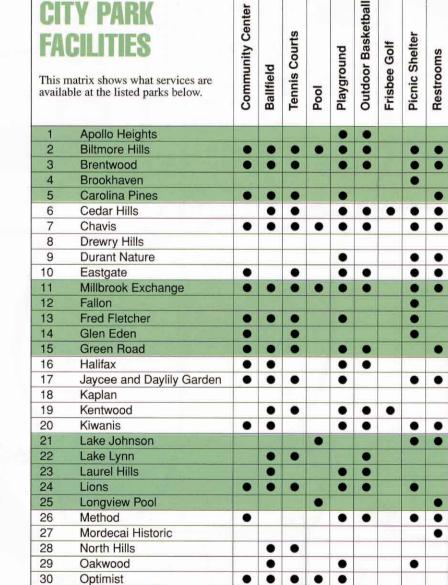
the Raleigh Historic Districts Commission in the Municipal Building. Raleigh's 3,300 acre park and greenway system includes recreational attrac-

tions like the All Children's Playground at Laurel Hills Park and amusements like the carousels at Chavis and Pullen Parks. Horticultural attractions accessible by bike include Fletcher Park, the

Raleigh Rose Garden, the Daylily Garden at Jaycee Park, and the N.C.S.U.

Arboretum near the State Fairgrounds Sources of community information include the Capital Area Visitor Center,

the Greater Raleigh Chamber of Commerce, the Raleigh Convention and Visitors Bureau, and the Raleigh Parks and Recreation Department.



Peach Road

Powell Drive

Ridge Road Pool

Shelley-Sertoma

Rose Garden/Little 7

. . . . .

. .

Pullen

Roberts

Sanderford

Sherwood

Southgate

Timberlake

Walnut Creek

Williams

Worthdale

Tarboro Road

### A State Capitol Building N Legislative Building O Governor's Mansion

DOWNTOWN RALEIGH ATTRACTIONS KEY

Q Capital Area Visitor Center

R Wake County Government Complex

B Amtrak Train Station P State Department of Transportation

C Civic and Convention Center Memorial Auditorium

RALEIGH

Artspace City Market

Public

S Oakwood Historic District Moore Square Park

T Blount Street Historic District H City Gallery of Contemporary Art U Tucker House City Bus Terminal V Greater Raleigh Chamber of Commerc

W Wake Visual Arts Association Gallery J Haywood Hall K Federal Government Complex X Raleigh Convention and Visitors Bure Museum of Natural Sciences Y City of Raleigh Municipal Complex Z Nash Square Park Museum of History

Two-way street

# Raleigh Bicycling Resources

### Additional copies and other maps

For more copies of this map contact the City Planning Department, PO Box 590, Raleigh, NC 27602, (919) 890-3125. For Capital Area Greenway Maps contact the Raleigh Parks & Recreation Department, PO Box 590, Raleigh, NC 27602, (919) 890-3285. For maps of cross-state routes and information on local and regional bike maps contact the NCDOT Office of Bicycle & Pedestrian Transportation, PO Box 25201, Raleigh, NC 27611 (919) 733-2804.

### **City Phone numbers**

....911 Potholes/debris......831-6446 Emergencies... ......831-6311 Traffic Signal Operations.......890-3020

**Organizations and programs** City Parks & Recreation Dept., PO Box 590, Raleigh, NC 27602......890-3285 City Planning Department, PO Box 590, Raleigh, NC 27602.....890-3125

NCDOT Office of Bicycle & Pedestrian Transportation, PO Box 25201, Raleigh, NC 27611...





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RALEIGH

**BIKE MAP** 

